

SECRET

## REPORT

## CD NO.

25X1

DATE DISTR. 19 July 1955  
25X1  
NO. OF PAGES 2

NO. OF ENCLS.  
(LISTED BELOW)

SUPPLEMENT  
REPORT NO.

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1. According to regulations which went into effect on 22 May 1955, railroad personnel stationed in East Germany must no longer operate on railroad lines in West Berlin. Special locomotive passes have been introduced for locomotives entering the area of West Berlin. These passes list the serial number of the locomotive involved besides the names of four locomotive engineers, four firemen, and four train conductors. Such locomotive passes are issued to West Berlin and East Berlin railroad personnel. They authorize the railroad personnel concerned to operate trains from West Berlin as far as the boundaries of RBD Berlin, where these trains will be taken over by locomotives and personnel stationed in the GDR.<sup>1</sup> The new measures will have the following effect on trains operating from Berlin-Tempelhof to Halle; three trains of empty railroad cars are daily dispatched from Tempelhof to Halle. The first locomotive will take the empty cars to Berlin-Tempelhof. The second locomotive which will be operated by railroad personnel living in West Berlin and provided with the special locomotive pass mentioned will take the train of empty cars as far as the Teltow check point, where a third locomotive will take over as far as Halle.<sup>2</sup>

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2. In mid-May, the dispatch offices of all RBAs of RBD Berlin were informed that, effective 1 June 1955, all employees of dispatch offices are forbidden to enter West Berlin. Dispatch personnel and their dependents are also not allowed to travel to West Germany.

3. After 22 May, no locomotive employee living in East Germany is authorized to operate in the Western Sectors of Berlin. Passing through West Berlin by empty locomotives has also been forbidden. Some railroad personnel who live in West Berlin have been issued special passes which authorize them to operate trains from the Western Sector of the city as far as the zonal boundary.<sup>1</sup>

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4. Between 16 and 18 May, a conference was held with the Soviet adviser attached to the GDR Ministry of Traffic, Colonel Tarasov (fnu), at the Main Department for Locomotives and Machinery of the Ministry. The conference was concerned with the time intervals fixed for the overhaul of locomotives. Previously, it was standard procedure to overhaul locomotives after they had operated for three, five, and eight years. This procedure is to be changed. Kramer, GDR Minister of Traffic, wanted to introduce the method in use for the overhaul of the rolling stock. Colonel Tarasov, on the other hand, favored the overhaul of locomotives

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5. At the Technisches Zentral-Amt (Central Technical Office) it was learned that a new ferry ship for operations between Warnemuende and Gedser in Denmark was scheduled to be built at the shipyard in Sassnitz.<sup>4</sup>
6. On 30 April, the Poles returned another group of six locomotives to the GDR Railroads. A total of 48 locomotives are still rented to the Poles.<sup>5</sup>
7. About 1830 on 11 May, 20 type-52 locomotives and 4 cabooses were observed parked on a siding of Ruednitz railroad station.<sup>6</sup>

1. [REDACTED] Comment. These data confirm previous information on travel [REDACTED] German railroad personnel. [REDACTED]
2. [REDACTED] Comment. This clumsy procedure is bound to have a detrimental effect on the efficiency and economy of railroad operations.
3. [REDACTED] Comment. Colonel Tarasov was previously known as the Soviet adviser to the GDR Ministry of Traffic. Tarasov was previously chief of the Soviet Traffic Control Headquarters at RBD Berlin. [REDACTED]
4. [REDACTED] Comment. Previously, railroad ferry traffic between Warnemuende and Gedser was exclusively maintained by Danish ships.
5. [REDACTED] Comment. This is the fourth group of locomotives returned by the Poles. A total of 72 locomotives were rented to Poland when the German locomotive columns were deactivated on 1 July 1954. [REDACTED]
6. [REDACTED] Comment. The locomotives observed belong to deactivated locomotive column No 3. [REDACTED]

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